

112?
wherein each friction lining is associated with an individual application device,

wherein the friction linings cover at least 15% of the friction surface,

30 such as a caliper?
wherein the at least two application devices are designed so that pressure acting on the at least two brake shoes acts essentially uniformly on the friction surface during braking operation.

18. (New) A brake unit according to Claim 17, wherein a ratio of a mean height to a mean width of each friction lining is approximately 1:1 to 1:1.6.

19. (New) A brake unit according to Claim 17, comprising a plurality of application devices which act on at least four brake shoes.

112
20. (New) A brake unit according to Claim 17, wherein single or multiple-piston callipers, in which one or more brake shoes are arranged, are provided for each application device.

21. (New) A brake unit according to Claim 20, wherein two to six brake shoes are provided for each application device.

NOT ill.
22. (New) A brake unit according to Claim 20, wherein four to six brake shoes are provided for each application device.

NOT ill.
23. (New) A brake unit according to Claim 17, wherein the at least two application devices comprise mechanical and/or electronic compensation elements, which are designed so that application forces are distributed uniformly to a plurality of friction linings by the principle of balanced levers.

24. (New) A brake unit according to Claim 17, wherein the at least two pistons are arranged so that pressure acting on the at least two brake shoes is uniform.

25. (New) A brake unit according to Claim 17, wherein the at least two pistons are arranged so that pressure acting on the at least two brake shoes is for operating friction coefficients of about 0.40 to 0.45.

26. (New) A brake unit according to Claim 17, wherein two brake shoes per friction surface of the brake disc rotor are arranged so that their lines of action enclose an angle α of about 110 to 130°.

27. (New) A brake unit according to Claim 17, wherein the friction linings have a compressibility of over 1 $\mu\text{m}/\text{bar}$ brake fluid pressure.

28. (New) A brake unit according to Claim 17, further comprising an intermediate layer having a compressibility of over 1 $\mu\text{m}/\text{bar}$ brake fluid pressure and located between the friction linings of the brake shoes of the application device.

29. (New) A brake unit according to Claim 17, wherein at least the friction surfaces comprise an aluminum/ceramic composite material or a silicon/ceramic composite material.

30. (New) A brake unit according to Claim 17, wherein at least the friction surfaces comprise a fiber-reinforced composite material.

31. (New) A brake unit according to Claim 30, wherein the metal/ceramic composite material contains at least one of carbon fibers or silicon carbide fibers as reinforcing fibers.

b4
cont

32. (New) A brake unit according to Claim 30, wherein the metal/ceramic composite material contains long fibers.

33. (New) A brake unit according to Claim 32, wherein the long fibers are in the form of woven fibre structures or non-woven fibre structures.

34. (New) A brake unit according to Claim 30, wherein the metal/ceramic composite material contains short fibers.

35. (New) A brake unit according to Claim 34, wherein the short fibers are isotropically-oriented short fibers.

36. (New) A brake unit according to Claim 17, wherein the metal/ceramic composite material contains a silicon carbide ceramic or an aluminum oxide ceramic.

37. (New) A brake unit according to Claim 17, wherein the friction surface and the brake disc rotor are formed in one piece and comprise the same material.

IN THE ABSTRACT:

Please substitute the attached Abstract for the original Abstract.